

DAILY EVENING BULLETIN.

"HEW TO THE LINE, LET THE CHIPS FALL WHERE THEY MAY."

PER WEEK SIX CENTS.
SINGLE NUMBER ONE CENT.

MAYSVILLE, WEDNESDAY EVENING, DECEMBER 21, 1881. Vol. 1. No. 26.

CHRISTMAS AND NEW YEAR PRESENTS

—AT—
H. G. SMOOT'S.

Toilet dressing cases, hand mirrors, jewel cases, handkerchief and glove boxes, fancy plush card cases, portemonnaies, writing desks, aum orrieres, shopping bags, card receivers, photo albums, autograph albums, silk and linen handkerchiefs, silk cashmere mufflers, dressing combs, lace fichues and collars, papeteries, wall pockets, ink stands, embroidered tidies, and other articles too numerous to mention. Call and examine. No charge.
d&w 2w Respectfully, H. G. SMOOT.

BLUEGRASS ROUTE.

Kentucky Central R. R.

THE MOST DESIRABLE ROUTE TO

CINCINNATI.

ONLY LINE RUNNING

FREE PARLOR CARS.

BETWEEN

LEXINGTON AND CINCINNATI

Time table in effect March 31, 1881.

Leave Lexington.....	7:30 a. m.	2:15 p. m.
Leave Maysville.....	5:45 a. m.	12:30 p. m.
Leave Paris.....	8:20 a. m.	3:05 p. m.
Leave Cynthia.....	8:55 a. m.	3:40 p. m.
Leave Falmouth.....	10:00 a. m.	4:46 p. m.
Arr. Cincinnati.....	11:45 a. m.	6:30 p. m.
Leave Lexington.....	4:35 p. m.	
Arrive Maysville.....	8:15 p. m.	
Free Parlor Car leave Lexington at.....	2:15 p. m.	
Free Parlor Car leave Cincinnati at.....	2:00 p. m.	

Close connection made in Cincinnati for all points North, East and West. Special rates to emigrants. Ask the agent at the above named places for a time folder of "Blue Grass Route." Round trip tickets from Maysville and Lexington to Cincinnati sold at reduced rates.

For rates on household goods and Western tickets address
CHAS. H. HASLETT,
Gen'l Emigration Agt., Covington, Ky.
JAMES C. ERNST,
Gen'l Pass. and Ticket Agt.

UPPER OHIO.

Cincinnati, Wheeling and Pittsburgh.

DAILY 5 P. M., PACKET LINE.

J. N. WILLIAMSON, Sup't, Office 4 Pub. Lan'g.
Monday..... SCOTIA—F. Maratta.
Tuesday..... ST. LAWRENCE—Wm. List.
Wed'y..... KATIE STOCKDALE—Calhoon.
Thursday..... HUDSON—Sanford.
Friday..... ANDER—C. Muhleman.
Sat'y..... EMMA GRAHAM—H. Knowles.
Freight received on Mc-Coy's wharftboat, foot Main st., at all hours. J. Shearer & Co., Roase & Mosset, Agents.

Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Company.

JOHN KYLE, Pres. H. E. GREENE, Sec.
L. GLENN, Treas. W. P. WALKER, Jr., Agent.

C. AND O. R. R. PACKET FOR HUNTINGTON, FLEETWOOD—Daily, 4 P. M.—BOSTON A.

For Pomeroy and All Way Landings.

OHIO..... Mondays, Thursdays, 5 P. M.
TELEGRAPH..... Tuesdays, Fridays, 5 P. M.
POTOMAC..... Wednesdays, Saturdays, 5 P. M.

Portsmouth, all Mail and Way Landings.

BONANZA, Tues'y, Thurs'y, Satur'y, 12 M.
Maysville, All Mail and Way Landings.

CITY OF PORTSMOUTH..... Monday, Wednesday and Friday, at 12 M.

Freight received on wharftboat, foot of Broadway. C. M. HOLLOWAY, Superint.

dent.

Vanceburg, Maysville and Cincinnati Tri-Weekly Packet.

W. P. THOMPSON..... H. L. REDDEN, Capt.

MOSS TAYLOR, Purser.
H. REDDEN and A. O. MOFFE, Clerks.

Leaves Vanceburg Sundays, Tuesdays and Thursdays.

Leaves Cincinnati Mondays, Wednesdays and Fridays. For freight or passage apply on board.

Vanceburg, Rome, Concord, Manchester and Maysville Daily Packet.

HANDY..... BRUCE REDDEN, Capt.
R. L. BRUCE, Clerk.

Leaves Vanceburg daily at 6 o'clock a. m. for Maysville.

Leaves Maysville at 1:30 p. m. Goes to Ripley Mondays, Wednesdays and Fridays. Connects at Manchester with stage for West Union. For freight or passage apply on board.

THE DAILY BULLETIN.

Published every afternoon and delivered in this city, the suburbs and Aberdeen by our carriers, at **6 CENTS** a week.

It is welcomed in the households of men of both political parties, for the reason that it is more of a newspaper than a political journal.

Its wide circulation therefore makes it a valuable vehicle for business announcements, which we respectfully invite to our columns.

Advertising Rates Low.

Liberal discount where advertisers use both the daily and weekly. For rates apply to

ROSSER & McCARTHY,
Publishers.

JOB WORK

Of all kinds neatly, promptly and cheaply done at the office of the **DAILY BULLETIN.**

Indian Strategy in Business.

When the Carson and Colorado railroad treated for the right of way through the Indian reservation at Walker lake, Nevada, the Indians agreed to receive, in full pay, \$700 and the free shipment forever over the road of any fish or other produce which they might wish to bring to market between Hawthorne and the Mound house. Walker lake is swarming with fine trout. When the new road reaches it the Indians will be the bosses of the fish market of the State. They say that if Mr. Yerington had known how many fish they can catch in a day he would never have entered into such a contract. The Indians laid their wires for this thing long ago, and when Mr. Yerington visited Walker lake they put up a job on him. They invited him to spend a day fishing, which he did, but gave him a bait which fish absolutely avoid. Several of the bucks also fished with him, some using no bait at all. The result of the day's toil was a small white-fish and a couple of half-pound trout. The savages pretended that the day's sport had been very fine, and got up a big dance in honor of the catch, remarking that the fishing had never been so good for years. In an unguarded moment he signed the fish contract.—Carson Appeal.

Electricity as a Propeller of Boats.

Another new application of electricity as a motor has been experimented in at Paris. M. G. Brouve, a well-known electrician, has devised a method of applying the electrical current to the propulsion of a boat, and the results have been eminently satisfactory. The experiments have been made on the Seine on several occasions with a small boat containing from two to six persons. The boat has five and a half meters long, one and a fifth broad, and weighs eighty kilogrammes. M. Trouve's electric motor consisted of a Siemens coil, which, by a simple but ingenious arrangement is made to transmit its power to a three-bladed screw at the stern of the boat. The motor itself is fixed on the upper part of the rudder, which it follows in its movements, as does also the screw. The motor, with its accessories, does not weigh more than five kilogrammes. In the center of the boat are arranged two bichromate of potassium batteries of six elements each, and with a total weight of twenty-four kilogrammes. The two batteries may be employed together or separately, and at night while the one is driving the screw, the other may be used for lighting purposes. M. Trouve's apparatus may be adapted to any boat, and there seems no reason whatever why it might not be so modified as to be applicable to vessels of much larger dimensions than that experimental one, which sailed against the current at the rate of one metre per second, and with it at the rate of two and a half metres. Experiments in navigation by electricity were made on the Neva in 1849 by Jacobi, but the method adopted had so many drawbacks as to be practically useless.—Pall Mall Gazette.

It is said that the sun, as a great central life-giving, heat-diffusing luminary, emits 2,300,000,000 times more heat than that which the earth receives. Or, the total amount of heat emitted by the sun is sufficient to melt a covering of solid ice around its body ten and a half miles thick in twenty-four hours.

A Boston brewer says that men in a brewery never get drunk, although they drink often, and gives as a reason that they stick to one kind of beer and do not mix their drinks.

The Geysers of Iceland.

The geysers are dying out, like thousands of others whose remains are scattered around the field on which they now are active. To-day there are but two geysers, unless you dignify the dozen of little bubbling streams that struggle up through the brick-colored mud in the neighborhood. The region about the geysers is like an immense poultice, and viewed comprehensively looks like a bad case of smallpox. Eruptions, great and small, pit and scar the whole surface. In some places the ground is baked hard, and in close vicinity to the great springs is covered with a vitreous coating like earthenware; in other places it is boggy and soft enough to sink waist deep. I have said that the old stories about the geysers may have been true when written, for the guides and natives inform me that within their recollection the spoutings have grown less frequent year by year, and I have not heard of anyone who has witnessed the great geyser active this season. At all events I did not see it. From the pit or basin of the great geyser clouds of vapor are for ever rising, and you can see them miles away as they float off in great banks driven by the wind. The crater of the great geyser is shaped exactly like a saucer, and in the center is the orifice out of which, when the thing is active, the water spouts up as high as eighty feet, they say. You can look down into it and see the water simmering, seeming to be every moment ready to leap into the air as it passes up and down in the flue. By a wise provision of nature things are so regulated here that those who go to see the great geyser are not entirely disappointed. The smaller geyser, called by the natives "stokkr" (the churn), can be made to vomit at pleasure. All that is necessary is to gather a few lumps of mud and turf from the grass that luxuriates around the outer rim of the basins and throw them down into stokkr's flue. As soon as they are down he begins to rumble and give signs of uneasiness, and he grunts and groans in dire discomfort. He seems to make an effort to digest the stuff, and then finally gives it up in disgust, throwing sods and turf up into the air, expending a great volume of steam and water in the effort. When the dose is particularly nauseating he throws up a column thirty feet high, and after seeing this all you have to do is give Pegasus rein and you can say you have seen the great geyser. A few feet, more or less, in the matter of height does not in the least impair the story of any traveler, and hence it happens that so many people have seen the great geysers.

A SERVANT GIRL, who had just been admonished by her mistress to be very careful in "washing up" the best tea things, was overheard, shortly afterward, in the back kitchen, indulging in the following colloquy, while in the act of wiping the sugar-basin: "If I was to drop this 'ere basin, and was to catch it, I suppose I shouldn't catch it; but if I was to drop it, and wasn't to catch it, I reckon I just should catch it."

A PRETTY girl out West told her beau that she was a mind-reader. "You don't say so!" he exclaimed. "Yes," said she, "you have it in mind to ask me to be your wife, but you are just a little scared at the idea." Their wedding cards are out.

AUNT MATILDA—"And do you study geography, Janet?" Janet—"Geography! I should think so, indeed!" Aunt Matilda—"Where's Niagara falls?" Janet—"Niagara falls! Oh, we haven't got as far as that. We've only got as far as Asia."